

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4796

晚三十一月一十年十三點光

THURSDAY, DECEMBER 29, 1904.

四拜禮

號九十月二十英港香

\$10 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 9,510,000

Head Office—YOKOHAMA

Branches and Agencies,

TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, PEKING.

DALNY.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.

PARKS BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,

Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$1,000,000

RESERVE FUND OF PROPTORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Gout, Esq.

Hon. R. Shewell.

H. W. J. Gresson, N. A. Siebs, Esq.

A. Haupt, Esq.

H. W. Slade, Esq.

H. Schubart, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtao (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [24]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldurra, Kure, Shimonesaki, Momi, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikaze, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotaka, Hokuso, Hondo, Ichimura, Karabara, Mamedo, Makinoura,

Onoura, Otsuji, Sashara, Tsubakuro, Yosho, Yunokibara, and other Coal-

Fields.

MINAMI, Manager, Hongkong.

780

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.

GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORIZED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

London Office:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, PANAMA, MANILA, CEBU,

SHANGHAI, SINGAPORE, PENANG,

YOKOHAMA, KOBE, BOMBAY,

CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte

DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL,

CHARLES R. SCOTT,

Manager.

Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

SUBSCRIBED—CAPITAL \$5,000,000

PAID-UP CAPITAL \$2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:

CANTON, PENANG,

CHEFOO, SINGAPORE,

HANKOW, TIENTSIN,

PEKING.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS

3½ per cent. Fixed Deposits for 3 months.

" " "

" " "

" " "

T. P. COCHRANE,

Manager.

Hongkong, 17th May, 1903. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE-HOLDERS \$800,000

RESERVE FUND \$800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" " "

" " "

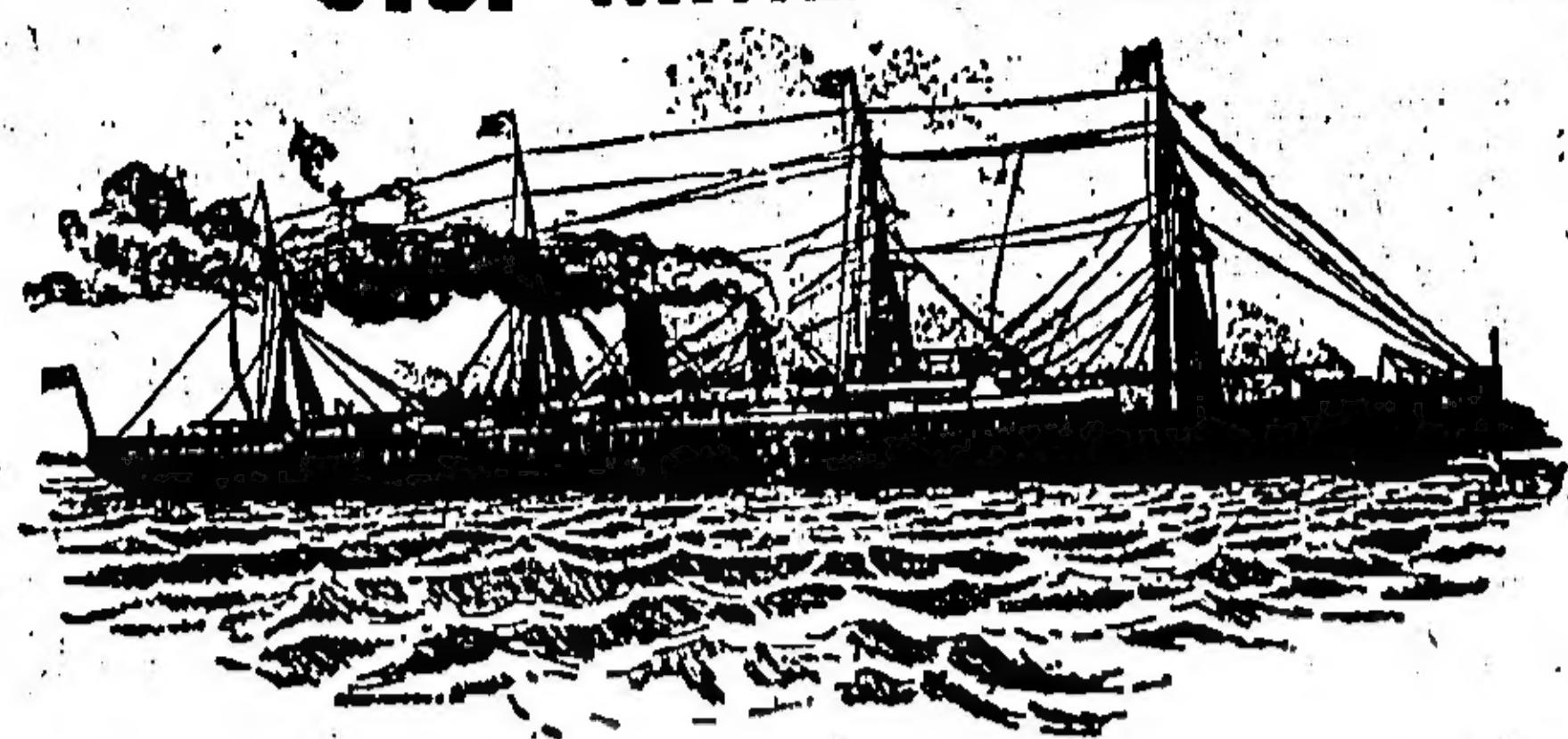
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## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KIBEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA" .....	11,276 Gross Tons	FRIDAY, 6th January, 1905, at Noon.
"COPTIC" .....	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA" .....	11,284	TUESDAY, 24th January, at Noon.
"MONGOLIA" .....	13,639	FRIDAY, 3rd February, at Noon.
"CHINA" .....	5,060	FRIDAY, 17th February, at Noon.
"MANCHURIA" .....	13,639	TUESDAY, 28th February, at Noon.
"DORIS" .....	4,784	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 1902; to day, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 6th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

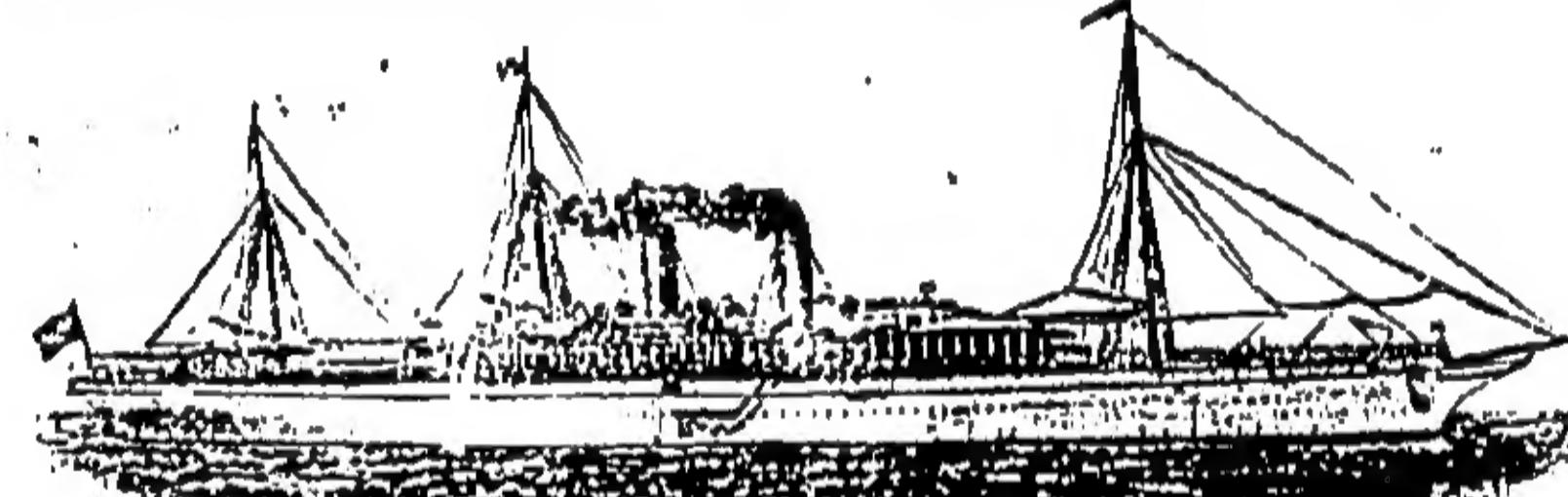
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th December, 1904.

CANADIAN PACIFIC RAILWAY COY'S.  
ROYAL MAIL STEAMSHIP LINE:

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ..... WEDNESDAY, 11th January, 1905.

" " "TARTAR" ..... 4,425 " ..... WEDNESDAY, 27th January.

" " "EMPERESS OF INDIA" ..... 6,000 " ..... WEDNESDAY, 28th February.

" " "EMPERESS OF JAPAN" ..... 6,000 " ..... WEDNESDAY, 8th March.

" " "ATHENIAN" ..... 2,440 " ..... WEDNESDAY, 15th March.

" " "EMPERESS OF CHINA" ..... 6,000 " ..... WEDNESDAY, 29th March.

Hongkong to London, 1st Class ..... 1st St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on

£42.

Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 28th December, 1904.

9, Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.  
OBSTACHTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARMENIA ..... HAVRE and HAMBURG, 3rd January. Freight.

Fort. .... (Calling at SPORE, PENANG & COLOMBO). 3rd January. Freight.

C. FERD. LAEISZ von Hof .... HAVRE and HAMBURG, 10th January. Freight.

AMERIA ..... (Calling at SPORE, PENANG & COLOMBO). 10th January. Freight.

AMERIA ..... (Calling at SPORE, PENANG & COLOMBO). 22nd January. Freight.

SITHONIA ..... HAVRE and HAMBURG, 27th January. Freight.

Hildebrandt .... (Calling at SPORE, PENANG & COLOMBO). 27th January. Freight.

ARCADIA ..... HAVRE and HAMBURG, 7th Feb. Freight.

ARCADIA ..... (Calling at SPORE, PENANG & COLOMBO). 7th Feb. Freight.

ANDALUSIA ..... HAVRE and HAMBURG, 21st Feb. Freight.

Filler .... (Calling at SPORE, PENANG & COLOMBO). 21st Feb. Freight.

SAMBIA ..... HAVRE and HAMBURG, 7th March. Freight.

Lining .... (Calling at SPORE, PENANG & COLOMBO). 7th March. Freight.

RHENANIA ..... HAVRE and HAMBURG, 21st March. Freight and Passengers.

Bohemia .... (Calling at SPORE, PENANG & COLOMBO). 21st March. Freight and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

[16]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 30th July, 1904.

[19]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

[19]

Hongkong, 22nd September, 1904.

[19]

## Shipping Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons. Captain H. D. Jones.  
" " "POWAN" ..... 2,338 " " "R. D. Thomas.  
" " "PATSHAN" ..... 2,200 " " "W. A. Valentine.  
" " "HANKOW" ..... 3,073 " " "C. V. Lloyd.  
" " "KINSHAN" ..... 1,995 " " "J. J. Lissus.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons. Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons. Captain J. Wilcox.

" " "NANNING" ..... 569 " " "C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE, OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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## Intimation.

W.M. POWELL,  
LIMITED.

High-Class Drapers,  
Dressmakers, Milliners,  
and  
House Furnishers,  
ALEXANDRA BUILDINGS,  
Des Vaux Road.

Business Hours—8.30 A.M. to 6 P.M.

EVERYTHING  
OF THE  
LATEST FOR  
LADIES' AND  
CHILDREN'S  
WEAR.

A good Selection of Winter  
Jackets.

Embroidered Robes for evening  
wear.

Lace Wraps.

Facinators and Shawls for even-  
ing wear.

Gloves for evening wear.

Trimmed and Untrimmed Hats.

New Laces.

Soft Satin Ribbons in many  
pretty shades.

Cambric Flannel Blouses.

New Crepeoline Voiles.

Fancy Flannels & Dress Fabrics.

A new Stock of Children's Mil-  
linery.

Our Furnishing Department has  
now a complete Stock of First-  
class Carpets, Bows, Bedsteads, &c.

GENTLEMEN'S  
DEPARTMENT:

28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

New Bowler Hats.

Soft Felts and Tweeds.

Panamas.

Pedal Straws.

Boaters.

Motor and Golf Caps.

Winter Waistcoats.

Dress Waistcoats.

Ties and Half-Hose.

Patent Leather Boots.

Oxford and Court Shoes.

Black and Brown Calf and Glace  
Kid Boots in many smart and  
comfortable shapes.

A very fine Stock of well-cut  
Overcoats made by one of the  
best London Firms.

Exclusive designs in Neckwear.  
&c., &c., &c.

Wm. POWELL, Ltd.  
HONG KONG.

Hongkong, 28th December, 1904.

## Intimations.

A. S. WATSON & CO., LIMITED.  
Established 1841.  
AERATED WATER MANUFACTURERS.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

A. S. WATSON & CO., LIMITED,  
Aerated Water Manufactory,  
Des Vaux Road Central.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon-Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

HOW TO REGISTER YOUR  
TRADE-MARK IN PERIAK.

Having been informed of the proper course  
to take and that I should do well to register my  
valuable trademark at the central office opened  
for the purpose in this city, I forthwith set  
about acting upon the advice tendered and, for  
the sake of others who may wish to learn the  
ropes, I now relate my experience.

All foreigners who come to Peking, either on  
business or pleasure, reside more or less in the  
Legation quarter, in and around which are  
located, in addition to the Legations of the  
different Powers, the principal hotels, stores  
and foreign mission establishments. The  
Legation area abuts on the Winter Palace and  
the railway stations, and the famous Waiwupu  
or "Board of Foreign Affairs" is not far off; the  
now extensive offices of the Inspectorate-  
General, which maintains a large staff in Peking,  
are equally in this, the Southern and business  
quarter of the Tartar City. Now the  
Shangpu, or "Board of Trade" is not in this  
quarter, nor could I find anybody to tell me  
where it was, and so, on the first day of my at-  
tempt, had to abandon my prospective visit to  
the Registration Department as a bad job.  
However, my intelligent native "boy" under-  
took to discover the office and to provide a  
ricksha to convey me thither.

So, on the following day, I set upon my  
voyage of discovery. The ricksha man, as  
Peking ricksha men do, bowled along at a  
great pace, smothering me with dust and whirling  
me through an intricate network of alleys  
and narrow lanes and twisting round corners,  
over hillocks of garbage and through swamps  
of black mud, at the risk of my bones, if not of  
my life. Much as do cabmen at home: they  
but my trade mark has still to be registered.

MERCATOR.  
Note.—The Chinese Trade-mark Department  
is in a painfully perturbed condition at  
the moment. After the issue of an Imperial  
Notification that the Board of Commerce  
would commence registry forthwith, the German  
Minister Baron Mumm, proceeded to interview  
the Board of Foreign Affairs and extorted from them a promise that Registration  
of Trademarks should be postponed two  
years, and notified his nationals accordingly.  
Thereupon the Japanese Minister hurried  
to the Board and demanded to know what they meant by setting aside  
an Imperial Edict. The harassed Board  
(Prince Ching and others) now denied  
that they had ever given such promise and said  
that, of course, the Imperial Edict held good.  
Meanwhile the Board of Commerce is officially  
open to register, and pining probably for the  
merry Mexicans, with visions of 10,000 trade  
marks rushing for registry while the German  
Minister vainly goes on protesting.

Originally the Trademarks Department was  
placed by the Waiwupu in the hands of the  
Imperial Maritime Customs; then the Shangpu  
wanted to know what their luxurious  
establishment existed for and, were they not  
entitled to do the business and collect the fees?  
So the Waiwupu took the matter out of the  
hands of the capable and business-like Foreign  
Customs, and placed it in hands manifestly  
more deserving. Whether these hands are  
capable of guarding one's trade-mark from  
purloinment, time will show. So far it looks  
as if the needy Chinese official, and later on  
the legal profession, would be the chief  
gainers.—N.C.D. News.

Watkins, LIMITED.

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Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon-Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

## WATKINS, LIMITED.

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Watkins, LIMITED.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon-Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

## WEISMANN, LTD.

## (CAFE WEISMANN.)

THE place par excellence in Hongkong  
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,  
Central.

Everything of the best, prepared and  
served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all  
kinds made to customers' own order and  
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Caffe  
in the Orient.

Hongkong, 17th December, 1904. [1349]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag  
ex Factory.

SHEWAN, TOMES & CO.,  
General Managers

Hongkong, 2nd September, 1904. [783]

## TUBORG BEER.

A FIRST Class PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price \$1.50 per case of 48 bottles (spout  
or 6 doz. pins).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [785]

## Intimation.

"Would it not be better and save trouble  
if I were to send to Shanghai and have my  
mark registered there?" "Oh, no! this was  
the Central Office and I should be far more  
secure registered in it." Meanwhile my friend  
summoned a clerk and had the two necessary  
forms written out in manuscript in exquisite  
Chinese calligraphy; he further produced a  
Book of Regulations and drew my attention to  
the more important clauses, especially Clause  
16, which defines the form and size of the chop  
to be handed in, and which must not exceed  
three by four inches in superficies and seven  
and one-half tenths of an inch in thickness.  
Here the Japanese screen at our backs blew  
down with a bang and smothered us and our  
documents—a convenient signal for terminating  
the interview, which concluded by my  
being graciously presented with a copy of the  
"Regulations," the volume consisting of fifty  
pages of closely printed type, which I was  
advised to take home and study carefully, and  
proceed as therein directed—and not to forget  
to return again, bringing with me the prescribed  
fee of thirty-five taels silver.

"Another cup of tea, a cordial 'Chinchin,'  
and I departed, having spent an instructive  
day in learning "how not to do it," and in adding  
another to my previous experiences of the  
manners and customs of this delightful country;  
but my trade mark has still to be registered.  
MERCATOR.

Note.—The Chinese Trade-mark Department  
is in a painfully perturbed condition at  
the moment. After the issue of an Imperial  
Notification that the Board of Commerce  
would commence registry forthwith, the German  
Minister Baron Mumm, proceeded to interview  
the Board of Foreign Affairs and extorted from them a promise that Registration  
of Trademarks should be postponed two  
years, and notified his nationals accordingly.  
Thereupon the Japanese Minister hurried  
to the Board and demanded to know what they meant by setting aside  
an Imperial Edict. The harassed Board  
(Prince Ching and others) now denied  
that they had ever given such promise and said  
that, of course, the Imperial Edict held good.  
Meanwhile the Board of Commerce is officially  
open to register, and pining probably for the  
merry Mexicans, with visions of 10,000 trade  
marks rushing for registry while the German  
Minister vainly goes on protesting.

Originally the Trademarks Department was  
placed by the Waiwupu in the hands of the  
Imperial Maritime Customs; then the Shangpu  
wanted to know what their luxurious  
establishment existed for and, were they not  
entitled to do the business and collect the fees?  
So the Waiwupu took the matter out of the  
hands of the capable and business-like Foreign  
Customs, and placed it in hands manifestly  
more deserving. Whether these hands are  
capable of guarding one's trade-mark from  
purloinment, time will show. So far it looks  
as if the needy Chinese official, and later on  
the legal profession, would be the chief  
gainers.—N.C.D. News.

Watkins, LIMITED.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.70
</

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS  
EXCELLENCY THE GOVERNOR.WATSON'S  
BALSAM.OF  
ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & CO.,  
LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

NOTICE  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The rates per quarter and per annum, proportional.  
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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

## LOCAL AND GENERAL.

AN interesting article on the question of the registration of trade marks appears on the third page.

PRINCE Fushimi's jewellery, stolen at St. Louis, was recovered by the police the next day, but the thief escaped.

LIEUT-General Tsuchiya and Major-General Nakamura, who were seriously wounded in the attack on 200-metre hill, are progressing favourably.

The British Red Cross Society has sent Sir Claude MacDonald by telegraph a sum of £5,000 for the Japanese sick and wounded, in addition to the £2,000 previously sent.

The *Yomiuri* suggests that Russia is hoping that Admiral Rozhdestvensky will be found responsible for the North Sea outrage, to give a pretext for the recall of the Baltic squadron.

THE Central News learns officially that it is intended to send further large shipments of Chinese coolies to the Rand mines until the total number of labourers employed there reaches 60,000.

A CHINESE girl of some ten years fell into the sea off the steps at Blake Pier this morning, but a boatman in the sampan to which she belonged immediately hooked her by her pants and landed her cold and wet.

THE schoolmaster, Wan Fu-hua, has been brought up for judgment at Shanghai. The Court found him guilty of attempting to assassinate Ex-Governor Wang and sentenced him to ten years' imprisonment with hard labour. Accused demurred at this sentence and the Magistrate said that if he was not satisfied he could take steps to appeal.

IT having been discovered by natives of Teng-chou prefecture, Shantung province, that the hill district of Wenzhengshian, of which Lang-hushan is the highest point, is rich in gold quartz, a Tientsin native paper states that a number of Shantung officials in Peking have obtained the necessary permission from the Shangpu to develop the Langhushan, or Wolf and Tiger mountain gold deposits, the funds needed for the purchase of crushing and other machinery to be advanced by the Provincial Government of Shantung.

THIS morning Inspector Ford placed two shopkeepers, dealers in Chinese preserves, from Queen's Road, before Mr. Hazelton for using false weights, and thereby defrauding their customers. The first was fined \$100 and the second \$200. His Worship remarked that he did not consider he was fining the men at all, but was merely taking from them part of what they had squeezed from the public. Their goods are all of a comparatively expensive class, and thus their "squeeze," through the use of false weights must have been considerable.

By kind permission of Major Radcliffe and officers, the Band of the 3rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner, on Friday, the 30th inst., (weather permitting):—

March..... "Le Conquerant"..... Ord Huie  
Intermezzo..... "Under the Moon"..... Rensh  
Selection..... "Il Corso"..... Verdi  
Polka..... "Bon Vivant"..... Godfrey  
Selection..... "Schubertiana"..... Gulley  
Valzer..... "Des Fleurs"..... Tschakowsky  
Galop..... "The Lancers Attack"..... Bohm  
God Save the King.

JAPAN has renewed her demand for Cardiff steam coal. The quantity is not definitely known, but orders have been placed with three Cardiff firms, who are offering freights for Shanghai or Japan. Messrs. Moxey, Savor, and Company have already chartered one steamer of 5,500 tons for Shanghai or Japan at 16s., and firm offers of 17s. are under consideration. The number of coal steamers for Vladivostock, or other mysterious coal-carrying charters increases rapidly. They are insured generally for Vladivostock at 30 guineas per cent, with a return of five guineas per cent if not captured.

ANOTHER fatality occurred in the harbour yesterday afternoon, of a similar nature to that recorded by us in the columns on Monday, by which a Chinese boy has lost his life. Again it was a launch, the *Wing Lui*, Chinese-owned which capsized a sampan, near West Point, throwing the sampan woman and three children into the sea. Two of the children were rescued by a boat crew from the s.s. *Telemachus*, who resuscitated the two half-drowned children, but the third was lost. While it is often the sampan people's fault when these accidents occur, there is no doubt that some of the launchmasters often show remarkable indifference to danger ahead, and handle their boats with extreme carelessness. It is to be hoped that when the inquiry is held, it will bring out just where the fault in the present case lies, so that the offender may be adequately dealt with.

FURTHER particulars are now to hand of the recent disturbances on the Rand. It seems that a dispute arose between the Chinese coolies employed on the mines and the natives, with the result that a band of 800 Chinese, armed with drills and crowbars, attacked a body of 50 Kaffirs, who carried knob-kerries. The coolies and Kaffirs engaged in a general battle, and matters quickly assumed a very serious aspect. A strong force of police who were immediately dispatched to the scene of the conflict found it necessary to take prompt and determined measures in order to prevent serious bloodshed. They charged the coolies with fixed bayonets, and even then it was only with the greatest difficulty that they succeeded in restoring peace. Eight of the rioters were so badly injured that they had to be taken to the hospital, many others being less seriously injured. The ringleaders of the affair were arrested. A number of civilians, armed with revolvers, assisted the police to quell the disturbance.

THIS morning Mr. Hazelton fined a coolie \$5 or 14 days for using a seat in the Public Gardens to rest his feet upon.

THERE is no doubt, says a Japanese exchange, that the soldiers of the Mikado have got big guns at the top of 200-metre hill.

THE Star Ferry Company is now issuing packets of ten first class tickets for \$1.00 each, thus reducing the rates on these purchases by one third—a move in the right direction.

FOR returning from banishment a second time Mr. Gonperitz this morning sentenced Lam Cho Sing, an incorrigible rogue and vagabond, to twelve months of the hardest, and six hours in the stocks.

MR. James Pinnock, who gave us a delightful interview some two years ago, has written "Wander—years Round the World," which was a busy girdle round the earth, traversing West Africa, the Khyber, Australasia, Fiji, Vladivostok, Korea, Burma, Mexico, and Africa once more by way of Uganda. The work is issued by Mr. Fisher Unwin.

FOUR gentlemen went out to dine. They were Arthur Balfour, Joseph Chamberlain, Lord Charles Beresford, and the Japanese Minister. Mr. Arthur Balfour was standing treat and said to Joey, "What will you take?" "Oh, thanks, I'll take Scotch, Arthur." "And what will you take, Lord Charles?" "Oh, thanks, I'll take Irish, Arthur." "And now, what will you take?" addressing the Japanese Minister. "I'll take Port Arthur, thanks."—Tutler.

THE *Courrier d'Asiaphon* states that M. Mahe, the French Resident in Laos, succeeded in navigating the Mekong from Saigon to Vientiane; this is the first time that a vessel has passed through the Kemnrat falls, which have hitherto been considered an insurmountable bar to navigation. M. Mahe is of opinion that the river is navigable for five months of the year; this period might be raised to eight months if works of improvement were carried out.

THE *South China Collegian* for December has been published, and as usual contains many excellent articles dealing with the education of the Chinese youth. In this number there are contributions by the Rev. Dr. Andrew Beattie, the Rev. Dr. O. F. Wisner (President of the Canton Christian College), the Rev. O. D. Wannamaker, and by Mr. Lo Ts'Chun, a progressive Chinese educator, who is described as a representative of the new type of native scholars now arising in China.

THE text of the Anglo-Portuguese arbitration treaty signed at Windsor was published on 16th ult. It is in all respects the same as that concluded with France last year, except that in the preamble it is stated that both Governments are "desirous of confirming, by a further solemn agreement, the friendship and alliance which have happily subsisted for so long a period between them, and the two nations which they represent, and of eliminating as far as possible from their mutual relations every thing which might tend to impair or weaken that friendship and alliance."

THE district Sanitary Inspectors are up in arms with discontent at a new order which has been issued, and which, they claim, is against the existing regulations. The regulations lay down that the district inspector shall be on duty from six o'clock to nine o'clock in the morning, and from one o'clock to four o'clock in the afternoons. The new order, to which they now take exception, provides that all district inspectors must come to the central office in Glenelg Buildings from ten to eleven in the mornings to do their clerical work. This work they have always been in the habit of doing at home at night, thus hitherto leaving their mornings free. This new order, they state, completely breaks up their mornings, as some of them have considerable distances to cover, and after coming off duty at 9 o'clock, it is a rush to get their bath, breakfast, and be down at the office by ten o'clock, while leaving at eleven gives them just time to get home, have their dinner, and start out on their rounds again by one o'clock. Were there any good reasons for this order they could have nothing to say, but where there has been no trouble of doing their clerical work at home in their own time, they feel it is somewhat of a hardship, and live in hopes that it will not remain in force long.

LINKED BY LANTERN  
LECTURES.

The Colonial Office is to be heartily commended for taking up Mr. Sadler's suggestion of lantern lectures as a link of Empire. In Ceylon, the Straits Settlements, and Hong Kong the higher classes in elementary schools and adults will henceforth be enabled to see what London and England are like without having to go there, as a few favoured chiefs and prime ministers have hitherto been able to do. By means of nearly 300 lantern slides, distributed over seven lectures, they will see the journey from the East to London, London itself, the town and country life, military and naval strength, and industries and commerce of England. London is to have similar opportunities of familiarising itself with the East. A home journal has no doubt that the plan will be extended gradually throughout the Empire, and that these colonies will find their expenditure of £300 each on this matter well repaid. The lantern, as every popular lecturer knows, is the one way of really getting hold of an audience, even in cases where the audience are not being taken into such strange and unfamiliar scenes as those into which these *Giagaleas* will be introduced. As the pictures will no doubt be carefully selected—London in fog and snow, for instance, being carefully avoided—the result should be very impressive.

WRECK OF THE S.S.  
"WORKFIELD."

## CREW IN HONGKONG.

## FULL PARTICULARS.

The captain, officers and crew of the ill-fated steam-ship *Workfield*—Captain E. G. Broadhead—which went aground on a reef near the Cape of Good Hope, off Swatow, on Christmas Eve, and eventually became a total wreck, arrived at Hongkong yesterday.

According to statements made by the officers of the vessel, to a representative of the *Hongkong Telegraph*, the *Workfield*, which was practically a new boat, having been launched only three years ago, left Cardiff, on the 8th of November, bound for Japan with a cargo of coal. She had a net register of 2,769 tons, and was owned by Mr. W. R. Rea, of Belfast. She was built by Craig Taylor at Stockton-on-Tees, and engined by the North Eastern Engineering Company on the Tyne.

The voyage to Japan with 6,000 tons of coal might be considered rather a risky business in November when the Russian Baltic Fleet was bombarding all and sundry on suspicion of being Japanese torpedo boats. The *Workfield* escaped the attentions of the fleet, however, and made her way via the Cape to Hongkong where she had been told to await orders.

## ORDERED TO SASEBO.

Hongkong was reached after an uneventful passage, and the *Workfield* was ordered to continue the journey to Japan, and unload her cargo at Sasebo. Proceeding on Friday, 23rd inst., to leave Hongkong, the vessel took the usual course for Japan, and all went well until the following afternoon. About three p.m. on Saturday, while Swatow was some 25 miles away, the *Workfield* struck heavily on an uncharted reef. Orders were rapidly telegraphed to the engine room to go full speed astern, and the engines were stopped. Meanwhile, however, the vessel bumped three times on the rock.

At first there was some inclination among the crew—bearing in mind the reports and rumours that were current at home and in Hongkong—to fancy that the vessel had struck a floating mine. However, they were quickly reassured and prepared to make every effort to save the vessel.

## VESSEL FOUNDERS.

The *Workfield* had evidently collided with a sharp reef, and when she struck the third time, it was apparent she had been badly damaged. Water was pouring through the burst plates in the seam into the hold, and although a valiant attempt was made to keep the vessel afloat it proved to be useless. At first, when some idea of the extent of the damage was gained, the captain thought he would be able to reach the mainland, where the *Workfield* could be beached. But the water gained so rapidly that soon the fires in the engine-room were extinguished.

It was then decided to take to the boats, with the object of making for the Cape of Good Hope lighthouse. The crew, 59 hands all told—accordingly manned the boats, and pulled away to a respectable distance from the unfortunate vessel. Altogether about twelve hours elapsed between the time the *Workfield* struck and the time when she went down. Nothing could be done, of course, with the 6,000 tons of coal. The vessel eventually took a final plunge by the head and went down in fourteen or fifteen fathoms of water.

The boats were pulled to the land and reached Hope Bay, whence the crew walked to the lighthouse. The crew had lost nearly all their effects, and indeed the engineers were wearing their ordinary engine-room clothing. At the lighthouse they were hospitably entertained and there Christmas Day was spent. The steamship *Sumatra*, one of the N.D.L. boats, was signalled as she was passing on Monday morning and the shipwrecked crew were taken off the rock and landed at Swatow, where they were taken to a hotel.

The cold was intense, and the officers at the British Consulate, after scurrying around, managed to collect a variegated lot of garments for the officers and men. On the day following their arrival at Swatow, the steamship *Hajian* was due to leave for Hongkong, and accordingly the entire crew were given passages to this port, and arrived here yesterday.

They are at present staying at the Sailors' Home, with the exception of the captain, who is putting up at one of the hotels in the city.

It is stated that all the ship's papers and other valuables have gone down with the *Workfield*.

MR. S. D. SETNA LEAVING  
FOR BOMBAY.

By the English mail on Saturday Mr. S. D. Setna is leaving for Bombay, his sudden departure having been rendered necessary by the death of his father. He is one of the old China Parsees and his last sojourn here has covered a period of about five years. During that time he has been in sole charge of the business of his family's firm in Hongkong which is one of the oldest Parsee firms in the Far East, Messrs. Cawasjee Pallanjee and Co. Mr. Setna has proved a man of varied activity and energy. He has been one of the Trustees of the local Parsee Charity Funds, and has made a large circle of friends, including Europeans, Civil and Military. He was always forward in helping and promoting acts of catholic charity by not only subscribing handsomely, but by taking an active personal part therein; such as holding stalls at fêtes and sales and working energetically to bring large receipts to the charities concerned. He has somewhat been Europeanised in ideas and tastes and has been one of the only two Parsees who have been taking an active part in balls and dances. He will be much missed by conveys and kindred benevolent institutions to which he always extended a willing hand of help and encouragement. His numerous friends wish him a pleasant time home and also hope that he may return with his family and settle down here.

The *Bucknall* Line s.s. *Buccaneer* left Singapore for this port, on 28th inst., and is due here on 3rd prox.

The N. G. Co.'s s.s. *Ischia* left Singapore for this port to-day, and may be expected here on 5th prox.

## TELEGRAM.

## THE WAR.

## URLUNGSAN FORT CAPTURED.

## ANOTHER STUBBORN FIGHT.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:

Tokio, 29th Dec., 12.17 p.m.

The Port Arthur army reports that the left and the centre of the army, at 10 a.m. on Wednesday, blew up a parapet at the front of URLUNGSAN fort, then occupying the parapet by assault, constructing there defensive works, despite the enemy's fire, under the cover of heavy guns and field-guns.

At 4 p.m. we assaulted and occupied the line of heavy guns in the interior thereupon proceeded to the gorge of the fort, whence the enemy was eventually dislodged after a stout resistance.

Thus the whole fort of URLUNGSAN fell into our hands at 7.30 p.m.

## JAPANESE CRUISER

## OFF SWATOW.

(From Our Own Correspondent.)

SWATOW, December 28th.

At half-past seven yesterday morning a Japanese three funnelled cruiser, of about 3,000 tons register, with the Marconi wireless telegraph apparatus fixed to the after mast, steamed up to the Cape of Good Hope Lighthouse. She was ready for action, and all her guns were run out. When about a mile to the eastwards, which seemed to indicate that she was anxious to have a look at Swatow, she changed her course and steamed to the South.

## A MATTER OF EXCHANGE.

## BANKERS AT VARIANCE.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puine Judge), an action was brought by the Deutsche-Asiatische Bank against a native hong, known as the *Wing Shing Hing* Bank, doing business at *Wing Lok* Street.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. N. Ferrers (instructed by Mr. P. W. Goldring) defended.

Plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £3,000 sterling, at exchange 1/9, and which said contract was to be completed on the 30th November, 1904. The defendant failed to complete their purchase on due date, and the plaintiffs had accordingly suffered damages to the extent of \$785.84 by such breach. The sale of the draft on October 4th at 1/9 amounted to \$21,942.86, and the cost on the 30th November at 1/10/16 amounted to \$21,157.02, hence the sum claimed.

Mr. Pollock having briefly opened the case for the plaintiffs, called

*Yuen Kwong Fuk*, shroff in the plaintiff bank, who stated that *Lee Yuk Chee* was a customer of the bank. On the 4th October last he contracted to buy £

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent)

BOMBAY, 29th December.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 648 chests of Malwa opium. Prices are as follows:-

Malwa (New) ... Rs. 1,650  
(Old) ... " 1,780  
(Oldest) " 1,850

(Reuters.)

Liberty for Russia.

THE TSAR'S PROPOSALS.

LONDON, 27th December.

The Tsar has issued a decree declaring that, in conjunction with the undeviating maintenance and immutability of the fundamental laws of the Empire, it is the duty of the Government to meet any change in the needs of the people which are proved to be mature; even though it involves essential innovations in legislation, the decree directs the Ministers to consider means, and the possibility of introducing various administrative reforms, and to report them as soon as possible; these will not involve any practical change in the system of government. The proposals include: bringing the peasant laws into conformity with the general legislation, measures to ensure the application of the law for all alike, establishing legal responsibility for arbitrary acts, ensuring the independence of the courts, the extension of the powers of local institutions, and measures to make them more representative, the revision of exceptional laws against the enemies of public order, the introduction of which has involved the grave extension of the discretionary powers of the administrative authorities, the revision of the disabilities of the natives of certain territories, and the revision of the Press laws, enabling the Press to fulfil its mission worthily in interpreting the reasonable strivings for the advantage of Russia.

LATER.

The St. Petersburg newspapers profess almost unqualified satisfaction with the Tsar's decree which the *Novoe Vremya* describes as a second enfranchisement of the peasants.

## CORRESPONDENCE.

The following extract from the opinion expressed by Correspondents in this column.

## HELP FOR THE DESTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—Through the kindness of the superintendent of the Sailors' Home, Captain Milroy, in placing my hands a sum of money sent to him by friends at home, I have been enabled to provide board and lodgings for ten homeless and hungry men for ten days—half of whom have now gone. The men are most grateful and are showing their gratitude by keeping straight and behaving well. Work—not, I am sorry to say, of a remunerative kind, has been found for them and they are doing it with a will. Many people have spoken to me about the possibility of doing something for these men, and it has occurred to me that possibly some of your readers may be willing to help in providing the means to carry on this good work a little longer and so give the men a better chance. Any monies sent to me for this purpose will be used solely for the benefit of such men and will do them more real good than any amount of casual help. Donations will be acknowledged, with your permission, in your columns, and I shall be glad to furnish particulars of cases relieved to those who help.—Yours, etc.

J. H. FRANCE.

Hongkong, 29th December.

## THE REGISTRATION OF TRADE MARKS.

The following telegram from Peking, dated 22nd inst., is printed in the *N. C. D. News*—In consequence of representations of the German, the British, the French, the Austrian-Hungarian, and the Italian Ministers, the Chinese Government has declared itself willing to take into kind consideration the proposals of the foreign Governments with regard to the trade-mark law, and has bound itself not to make any registration of trade marks before an agreement has been arrived at. It is officially announced, says that paper, the Chinese Government has agreed to postpone the enforcement of the new Trade-mark Regulations, until they have received further consideration. This has been done on the advice of the Austrian, British, French, German, and Italian Ministers.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.45 a.m. The barometer has risen slightly in Japan and fallen throughout China, more particularly in the Yangtze Valley.

The maximum pressure is still over Central China and is least in the southern Philippines.

Gradients are more moderate upon the China Coast, and moderate NE. monsoon will be experienced in the Formosa Channel and fresh monsoon in the northern part of the China Sea.

## HONGKONG INVESTMENTS.

## POSITION OF LOCAL STOCKS AND SHARES DURING 1904.

The following particulars regarding the position of the principal local stocks and shares during 1904 have been gleaned from well-informed sources and may be accepted as absolutely trustworthy. The market for shares in Hongkong companies during the first three months of the past year was, on the whole, rather quiet; but later on when the principal companies began to show very improved balance-sheets the rates gradually rose and very good business was done throughout the remainder of the year, at considerably higher rates than those which prevailed at the beginning of 1904. Heavy buyer speculations have been in progress resulting in very substantial profits to the lucky operators. The market, owing to the heavy December settlements, tight money, and the rising selling exchange, close a little quiet, but is confidently expected that when these troubles have passed, a further improvement will be observed in the condition of the market in the early part of next year.

## BANK SHARES.

At the beginning of 1904, the shares of the Hongkong and Shanghai Banking Corporation were quoted at \$615 sellers, but in the middle of March they fell to \$605 ex dividend. The shares have since risen considerably and are now quoted at \$715. The Company is said to have had large earnings during the year, especially in connection with the recently concluded Japanese loans.

The National Bank of China shares have gradually improved, although not to any considerable extent, and whereas at the beginning of the year they stood at \$34.50 they are now quoted at \$39.

## MARINE INSURANCES.

Owing to the splendid repair issued in the latter part of the year the shares of the Union Insurance Society of Canton have risen from \$490, at which they stood in the early months of 1904, to \$715, closing, however, a little quieter at \$690.

The China Traders' Insurance Company's shares have not been dealt in to any great extent, but as this Company has also issued a favourable balance-sheet, and is expected to submit another satisfactory one next year—that is, of course, barring unforeseen accidents—the price has risen from \$56 to \$58.

Towards the end of the year the North China Insurance Company, which subdivided its shares in the course of 1904, advanced to Tls. 100 per new share, and close at Tls. 95 sellers. These of the Yangtze Insurance Association have also improved and while at the outset of the year they were standing at \$135 they are now quoted at \$150.

Another remarkable improvement in the value of shares is shown in the case of the Canton Insurance Office. While they stood at \$175 when the year opened they are now quoted at \$205.

## FIRE INSURANCES.

In the case of the Hongkong Fire Insurance Company, the shares in the early part of 1904 stood at \$305; they are now quoted at \$335, and should no serious fire occur in the meantime, it is anticipated that this Company will be in a position to issue a very satisfactory balance-sheet in February.

The shares of the China Fire Insurance Company have not fluctuated much in value; as this Company is also doing well a further advance may confidently be expected—always provided that there are no unforeseen losses in the meantime. At the beginning of the year the shares stood at \$92 while now they are quoted at \$95 buyers.

## SHIPPING SHARES.

Hongkong, Canton and Macro Steamboat Company.—At the beginning of the year the shares of this Company were on the list at \$314, but owing to the opposition on the Canton river this stock has suffered a decline and the closing quotation is \$28.

The Indo-China Steam Navigation Company, influenced by good freights and profitable sales of steamers in the Japanese, had, as far as we can see, a very good year—an excellent year in fact, and as no interim dividend has so far been declared the final dividend due in July is expected to be £1 a share at least. In the beginning of the year the shares stood at \$72 while now they are quoted at \$27 buyers.

Shares of the China and Manila Steamship Company have not attracted much attention this year. In the early part of 1904 these shares were quoted at \$17. They gradually crept up to \$26, closing with sales at \$21.

The Douglas Steamship Company's shares have not undergone any remarkable change, the rates varying between \$32 and \$38, and closing with buyers at \$33.

"Star" Ferries, which have also shown a very good report for the year and were quoted at \$33 for old and \$24 for new buyers at the beginning of the year, are now being quoted at \$15 and \$9 respectively.

The shares of the China-Harbin in consequence of a very good balance sheet being presented have risen considerably. When the year started the stock was listed at \$81, but on learning the contents of the balance sheet, there may be a further rise in the shares, especially if the Company decide to extend their operations. There is ample room for such in the Colony. In the beginning of the year the old shares stood at \$12 and the new shares at \$7 while now the quotation is \$15 and \$9 respectively.

The shares of the China-Harbin in consequence of a very good balance sheet being presented have risen considerably. When the year started the stock was listed at \$81, but on learning the contents of the balance sheet, buyers entered the market, and raised the rate to the quotation at which it now stands—\$13.

Quotations for Watson & Company's shares have not varied to any great extent. They were \$14 at the beginning of the year, rose to \$15 and close at \$13.

Hongkong Ropes also show an improvement. Beginning at \$145 they descended to \$140, but the stock is now quoted at \$150 to \$155.

## MISCELLANEOUS.

George Fenwick & Co.'s shares are but seldom dealt in and the quotation does not give evidence of much variation. The highest point touched during the year was \$51 while the present quotation is \$47 sellers.

The Ice Company's shares stand at \$245 when 1904 started, but gradually fell to \$210. They rose again, however, and the closing price for shares in demand is \$255.

The High Level Tramway Co. whose stock began the year with the quotation at \$300 continued steadily that rate for the greater part of the year, but owing to the threatening opposition which the Company is about to face the market has weakened and the quotation now stands at \$26.

## A MONOPOLY.

The Hongkong Steam Waterboat Company's shares have improved, advancing from \$155 to \$20 at which they stand. This Company has doubled its original capital for the purpose of taking over the opposition water-boat company run by Lau, Crawford and Company, so that practically speaking the Steam Waterboat Company has a monopoly in Hongkong.

The shares of the China Provident Loan and Mortgage Company have fluctuated between \$6 and \$8, closing with sellers at \$7.

For Walkers Limited, the quotation has varied, ranging between \$7 and \$10 closing with sellers at \$9.

## DOCK, WHARF AND SHORES.

At the beginning of 1904, the shares of the Hongkong and Whampoa Dock Company

stood at \$200, creeping up as dividend time approached in August to \$235. The rate has since gradually receded to \$215, at which there are buyers.

There has not been much change in the value of the Hongkong and Kowloon Wharf and Godown Company during the past twelve months. When the year started they were listed at \$55. They rose later on to \$714, closing at \$712. This Company in order to pay off the debentures and the overdraft with the Bank have increased their capital, and the call on the new shares falls due on the 31st of this month.

New Amoy Dock Company's shares were standing at \$38 when the year opened, but owing to the disappointment experienced by the character of the report issued for the year they have been dropping a little and are now quoted at \$27 sellers. The Company's prospects, however, are said to be favourable.

## FARNHAM, BOYD AND CO.

With respect to the shares of S. C. Farnham, Boyd & Co., Ltd., they were at the beginning of the year quoted at Tls. 123. They gradually rose in public favour and there was a considerable number of transactions at intermediate rates. Towards the end of September the rate rose to Tls. 150 when Mr. Twentyman's scheme about the sale of the property to a London syndicate became known. Since, however, there appeared to be several obstacles in the way of immediately finding the necessary capital in London, and as some delay in consequence is inevitable, the stock has suffered a reaction. Added to these things is the fact that large quantities of shares had to be thrown on the Shanghai market by people who could not find a rate, the result in the end being that the market collapsed, until the shares touched Tls. 153. The closing price is somewhat better, the stock being in rather more favour with buyers and it is now quoted at Tls. 165 cash. Time shares are rather higher than the equivalent of the cash rate. Northern advices state that Tls. 173 is offering for March, with no available shares at the moment.

## SHANGHAI AND HONGKOW WHARF.

As far as the Shanghai and Hongkow Wharf Company are concerned, their shares when the year opened were standing at 215 taels, but the report issued on the working of the Company was not considered satisfactory by the investing public—indeed, the earnings were shown to be considerably smaller than usual—and some trouble was experienced in Shanghai owing to the subsidence of part of the Bund. The immediate result of these difficulties was seen in the falling of the share values. Closing prices, however, indicate that the shares have become a little steadier at 145 taels cum new issue.

HONGKONG AND KOWLOON LAND STOCKS.

In the shares of the Hongkong Land Investment and Agency Company, the rates have ranged between \$160 and \$145 during the year, closing with sellers at \$147. Kowloon Land and Building Company's shares have remained more or less unchanged and very little business is being done in this stock owing to the fact that most of the shares are held in firm hands.

The closing quotation is \$38. West Points which at the beginning of the year stood at \$52 gradually advanced to \$61, closing at \$59. Hongkong Hotel Company's stock was at \$148 when the lists were published in the opening months of the year, but they fell to \$132. They recovered until they were at \$145 and closing prices are \$144. The shares in Humphreys Estate and Finance Company stood at \$11 for old shares when the year commenced. During the year they fluctuated a good deal and close with sellers at \$12. Shanghai Lands have improved in value, rising from Tls. 100 to Tls. 117.

## COTTON MILLS.

All the Shanghai mills have issued most unsatisfactory reports, and the market has been more or less dead for these stocks. Quotations have varied very little, the closing prices being: Ewo Cotton Spinning and Weaving Company, Tls. 25; Laou-kung-mow Cotton Spinning and Weaving Company, Tls. 30; International Cotton Manufacturing Company, Tls. 25; and Soi Chee Cotton Spinning Company, Tls. 150.

Hongkong Cottons which, when the year opened stood at \$155, maintained their position fairly well throughout the period, at least up to the end of August, when a reaction set in and the rate fell to \$10. Closing prices are firm at \$10.

## FAVOURABLE PROSPECTS.

The stock of the Green Island Cement Company was quoted at \$243 at the beginning of the year, and it has been largely dealt in. As high as \$34 was paid for shares during the year, the closing price is \$30. The prospects of this Company amount to the phenomenal sum of between a million and a quarter and a million and a half during the present year.

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## DOCK, WHARF AND SHORES.

At the beginning of 1904, the shares of the Hongkong and Whampoa Dock Company

## INCREASES OF CAPITAL.

The following local companies have increased (or are increasing) their capitals:—

A. S. Watson & Co., Ltd., to \$900,000 by the creation of 30,000 new shares of \$10 each at a premium of \$1.

Humphreys Estate & Finance Co., Ltd., to \$1,500,000 by the creation of 50,000 new shares of \$10 each at par.

Dairy Farm Co., Ltd., to £187,500 by the creation of 15,000 new shares of 7s each with £6 credited as being paid up.

Hongkong & Kowloon Wharf & Godown Co., Ltd., to \$2,000,000 by the creation of 10,000 new shares of \$50 each at a premium of \$30.

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"PRIAM" .....	30th December.	
GLASGOW and LIVERPOOL	"WRAYCASTLE" .....	3rd January, 1905.	
GLASGOW and LIVERPOOL	"GLAUCUS" .....	10th January, "	
GLASGOW and LIVERPOOL	"AJAX" .....	16th January, "	
GLASGOW and LIVERPOOL	"TYDEUS" .....	24th January, "	
GLASGOW and LIVERPOOL	"PAKLING" .....	25th January, "	
GLASGOW and LIVERPOOL	"IDOMENEUS" .....	26th January, "	
GLASGOW and LIVERPOOL	"PROMETHEUS" .....	31st January, "	
S.S. "PRIAM" left Singapore at daylight on the 24th inst., and may be expected to arrive here about the 30th.			

## HOMewardS.

FOR	STEAMERS	TO SAIL	
AMSTERDAM, LONDON & ANTWERP	"MOYUNE" .....	3rd January, 1905.	
AMSTERDAM, LONDON & ANTWERP	"HYSON" .....	17th January, "	
"GENOA, MARSEILLES & L'POOL	"HECTOR" .....	20th January, "	
AMSTERDAM, LONDON & ANTWERP	"PRIAM" .....	31st January, "	
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS" .....	14th February, "	
"GENOA, MARSEILLES & L'POOL	"AJAX" .....	20th February, "	
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS" .....	28th February, "	

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i>	"TYDEUS" .....	27th January.	

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 29th December, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL	
MANILA .....	"TAKING" .....	3rd January.	
KOBE .....	"TAIYUAN" .....	3rd "	
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" .....	20th "	

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 29th December, 1904.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI .....	2540	R. W. Almond .....	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO .....	2540	R. Rodger .....	"	SATURDAY, 7th Jan., 1905, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME &amp; CO., GENERAL MANAGERS.

Hongkong, 24th December, 1904.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

About

Steamship "RAS ISSA" .....

"CLAVERDALE" .....

For Freight and further information, apply to

SHEWAN, TOME &amp; CO.,

General Agents.

Hongkong, 29th December, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NIGOMEDIA" .....	4,370	Wagner .....	January 9th, 1905.
"NUMANTIA" .....	4,376	Brehmer .....	January 31st, "
"ARABIA" .....	4,483	Bahle .....	February 20th, "
"ARAGONIA" .....	5,148	Schuldt .....	March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian, and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

15

TSANG FOO &amp; CO. COAL MERCHANTS AND STEVEDORES, 46, DES Vaux Road.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

## NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

## Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

## ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904.

[1389]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" .....

J. P. MARTIN

"KWONG TUNG" .....

H. W. WALKER

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine Steamers have unexcelled

Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey .....

Meals .....

[Each] 1

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West

Hongkong, 17th February, 1904.

[1381]

"LAISANG,"

Captain E. J. Tadd, will be despatched as

above, on WEDNESDAY, the 4th January, at

3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 28th December, 1904.

[1388]

## CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as

above, on TUESDAY, the 30th inst., at 4 P.M.

This Steamer has Superior Accommodation

for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 29th December, 1904.

[1389]

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered

is the newest, fastest, and most luxuriously

furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service.

The steamer's wharf is at the Western end

of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT &amp; CO.,

Canton Agents.



## Mails.

## For Sale.

## FOR SALE.

ONE VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 9½ inches diameter by 8 inch stroke.  
One VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 12½ inches diameter by 8 inch stroke.  
One VERTICAL ENGINE with Fly Wheel and Governor, two cylinders 9½ inches diameter by 12 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 11½ inches diameter by 36 inch stroke.  
One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 16 inches diameter by 30 inch stroke.

The above can be inspected, and all particulars obtained, upon application to the Manager, Kowloon Docks.

W. B. DIXON,  
Chief Manager.

Hongkong, 10th December, 1904. [1339]

## FOR SALE.

INCANDESCENT  
LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,

for  
GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.  
Naphtha of the best  
kind kept in stock.

## TAI KWONG CO.

56, Lyndhurst Terrace.  
Hongkong, 2nd May, 1904. [131]

## To Let.

## TO LET.

GODOWNS Nos. 100 and 101, Praya East,  
with Water Frontage.

Apply to—  
"VICTORIA BUILDINGS."  
Hongkong, 28th December, 1904. [1394]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8  
and 10 to 15, GAF ROAD, facing Kacc  
Course, within reach of the Electric Cars,  
thoroughly cleansed and colour-washed, in flats  
or whole.

Apply to—  
S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 17th November, 1904. [1996]

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WANCHAI ROAD, Comfortable and  
airy Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 14th October, 1904. [49]

## TO LET.

GODOWN No. 3, New Praya, Kennedy  
Town.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 21st November, 1904. [1259]

## TO LET.

N. O. 1, STEWART TERRACE,  
THE PEAK.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 26th March, 1904. [436]

## TO LET.

N. O. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,  
FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 2nd December, 1904. [956]

## TO LET.

OFFICES (single or in suite) in Buildings,  
next to Messrs. Jardine, Matheson & Co.,  
Pedder's Street. Electric Lift.

Apply to—  
AHMET RUMJAHN,  
64, Queen's Road.  
Hongkong, 24th December, 1904. [1383]

## TO LET.

ONE ROOM on the First Floor of  
ALEXANDRA BUILDINGS.

Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 10th December, 1904. [729]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$2,000,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	54%
National Bank of China, Limited	99,925	\$7	\$7	\$175,533	\$191,973	\$21,668	\$2 (London 5/6) for 1903	54%
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$1,739	\$150,494	\$17 for 1903	64%
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	\$151,992	Nil.	\$4 for year ended 30.4.1904	71%
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,850,000	\$20,000	Tls. 217,119	Final of 16/- making \$1 for 1903	8%
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$374,749	\$893,110	\$2,078,997	\$35 for 1903	6%
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$846,773	\$486,284	\$12 for 1903	8%
Fire INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675	\$25,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8%
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,445	\$371,110	\$22½ for 1902	68%
SHIPPING, TUG AND CARGO, BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	6%	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$600,000	\$16,362	\$18 for first half-year 1904	104%
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000	\$100,000	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	41%
Shanghai Tug and Lighter Company, Limited Do.	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	\$400,000 \$600,000	\$1,492,554	Interim of Tls. 2 for 1904	9%	\$22 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$15,000	\$1,492,554	Interim of 1/- (Coupon No. 4) for 1903	4%	\$40 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$1,492,554	\$1,492,554 for 1904	53%	\$30
Strait Steamship Company, Limited	5,000	\$100	\$100	\$21,675	\$33,648	\$5 for 2nd ½-year making \$13 for 1903	9%	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 95,000	Tls. 201,614	Tls. 865	Interim of Tls. 1½ for 1904	10%
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$225 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,005	\$3 for 1897	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4%	Tls. 178 ex div.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	Dr. \$7,820	No. 3 of 1/6	...	\$14 buyers
Roal Australian Gold Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G. \$1 for 1904	61%	G \$16 sales
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	none	Dr. \$4,029	No. 12 of 1/—48 cents	...	\$4 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.	16,000	Frs. 250	Frs. 250	Frs. 251,337	Frs. 85,706	Final of Frs. 25 making Frs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8%	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2½ for 1904	41%	\$111
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$50,471	\$6 dividend and \$2 bonus for first half-year 1904	71%	\$215 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$2 bonus for year end. 30/6/04	71%	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$65	\$65	\$55,500	\$489	\$10 div. & \$2 bonus for 1903	61%	\$27 sellers
Riley Hargreaves & Co., Limited Do. (Preference).	2,750	\$100	\$100	\$150,000	\$40,936	\$10 div. & \$2 bonus for 1903	61%	\$111
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	71%	Tls. 165 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	81%	Tls. 127 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half year 1904	5%	\$230 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	91%	Tls. 100 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	...	\$9,989 for year ended 30.6.1904	9%	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4 for 1904	8%	Tls. 55
China Land and Finance Company, Limited	6,000	\$50	\$50	\$20,000	...	Interim of Tls. 4 for 1904		